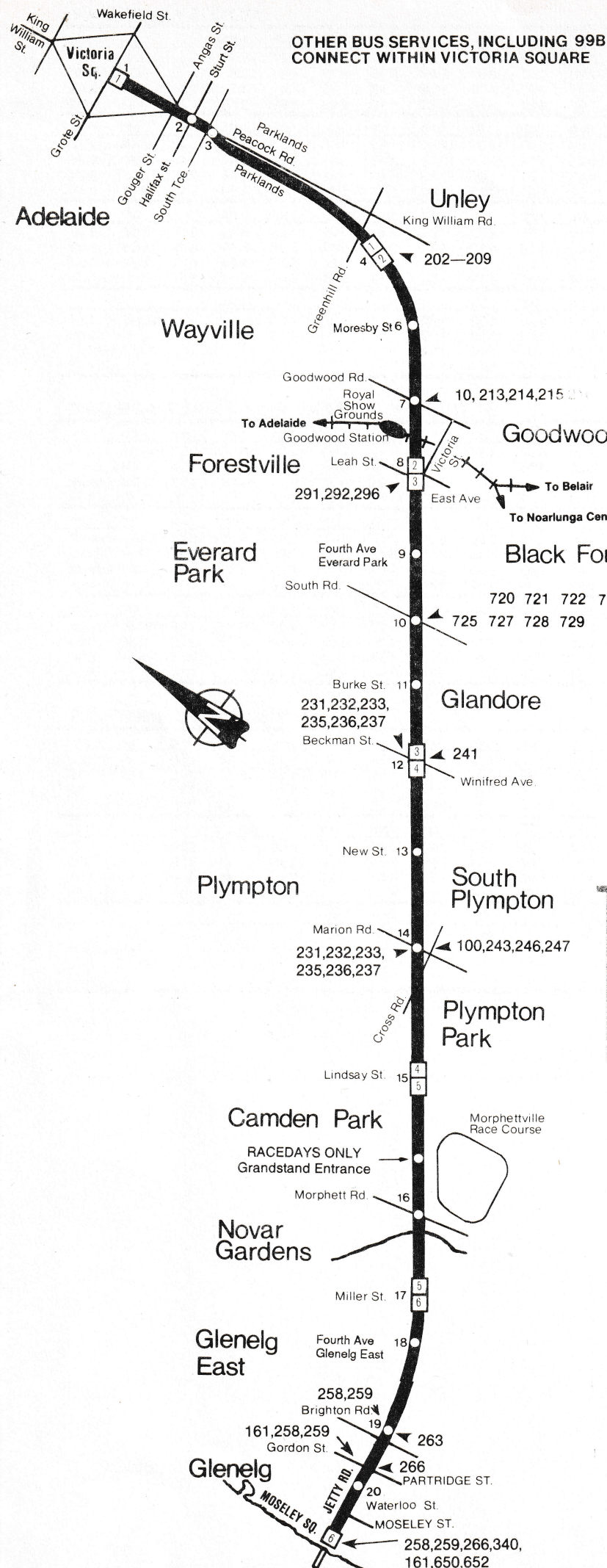
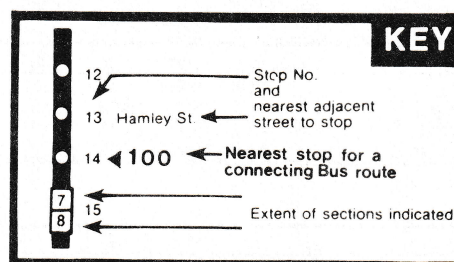




Explanation of Symbols	
D	Departs Stop 17
F	To Stop 15 Only
T	Departs Stop 16
X	Tram runs EXPRESS between Stop 4, Greenhill Road and Stop 14 Marion Road



GLENELG TRAM

Winter Timetable - City to Glenelg

Note This timetable operates from mid Autumn to mid Spring

A Summer timetable applies for the remainder of the year
Connects with most STA bus services in Victoria Square
including 99B (Beeline)

Fluctuating passenger demands may affect this timetable

August 1992

Timetable enquiries 210 1000
Monday to Friday 8.00 am to 7.30 pm
Saturdays 8.00 am to 4.00 pm
Sundays and Public Holidays 9.00 am to 4.00 pm
Lost property enquiries 218 2552
Timetable subject to alteration without notice

sta State Transport Authority

MONDAY to FRIDAY

To City **SATURDAY & GRAND PRIX FINAL RACE DAY**

To City **SUNDAY & PUBLIC HOLIDAYS**

	Stop	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
Glenelg		8 20	8 50	9 20	9 50	10 20	10 50	11 20	11 49	12 10	12 32	12 56	1 20	1 44	2 08	2 32	2 56	3 20
Marion Road	14	8 29	8 59	9 29	9 59	10 29	10 59	11 29	11 59	12 20	12 42	1 06	1 30	1 54	2 18	2 42	3 06	3 30
South Road	10	8 34	9 04	9 34	10 04	10 34	11 04	11 34	12 04	12 25	12 47	1 11	1 35	1 59	2 23	2 47	3 11	3 35
Victoria Square		8 44	9 14	9 44	10 14	10 44	11 14	11 44	12 16	12 37	12 59	1 23	1 47	2 11	2 35	2 59	3 23	3 47
	Stop	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Glenelg		3 44	4 08	4 32	4 56	5 20	5 44	6 08	6 28	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20	10 50
Marion Road	14	3 54	4 18	4 42	5 06	5 30	5 54	6 17	6 37	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59
South Road	10	3 59	4 23	4 47	5 11	5 35	5 59	6 22	6 42	7 04	7 34	8 04	8 34	9 04	9 34	10 04	10 34	11 04
Victoria Square		4 11	4 35	4 59	5 23	5 47	6 11	6 32	6 52	7 14	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 14
	Stop	pm																
Glenelg		11 20																
Marion Road	14	11 29																
South Road	10	11 34																
Victoria Square		11 44																

MONDAY to FRIDAY

To Glenelg

[illegible]

To Gleneld

SUNDAY & PUBLIC HOLIDAYS

	Stop	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	
Victoria Square	—	—	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 21	12 44	1 08	1 32	1 56	2 20	2 44	3 08	
South Road 10	—	—	9 00	9 30	10 00	10 30	11 00	11 30	12 02	12 33	12 56	1 20	1 44	2 08	2 32	2 56	3 20	
Marion Road 14	8 11D	8 41D	9 04	9 34	10 04	10 34	11 04	11 34	12 07	12 38	1 01	1 25	1 49	2 13	2 37	3 01	3 25	
Glenelg	8 17	8 47	9 14	9 44	10 14	10 44	11 14	11 44	12 17	12 48	1 11	1 35	1 59	2 23	2 47	3 11	3 35	
	Stop	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
Victoria Square	3 32	3 56	4 20	4 44	5 08	5 32	5 56	6 20	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20	10 50	
South Road 10	3 44	4 08	4 32	4 56	5 20	5 44	6 06	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	
Marion Road 14	3 49	4 13	4 37	5 01	5 25	5 49	6 10	6 34	7 04	7 34	8 04	8 34	9 04	9 34	10 04	10 34	11 04	
Glenelg	3 59	4 23	4 47	5 11	5 35	5 59	6 20	6 44	7 14	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 14	
	Stop	pm	pm															
Victoria Square	11 20	11 50																
South Road 10	11 30	12 00																
Marion Road 14	11 34	12 04																
Glenelg	11 44	12 14																

Glenelg

The State's Birthplace



'The distance of six or seven miles from Glenelg to Adelaide, at that time a dense forest, was travelled at first in the most primitive ways. Many people made the journey on foot; others more happily circumstanced rode on horse-back; while some even enjoyed the luxury of a bullock dray. The first public conveyance was operated about 1845 by Thomas Haymes, and consisted of a small, roughly-constructed spring cart, drawn by a skewbald Timor pony. Fares were 1/6

single and 2/6 return. Whenever the passengers numbered five or more, and the road, by reason of wet weather, happened to be more than usually rough, the passengers were forced to walk part of the way in turns. It was not unusual for the whole trip to be done at walking pace, and it frequently happened that the walkers reached town before the conveyance.

After two years of this tedious mode of travelling, John McDonald, mine host of the St Leonard's Inn, set up an opposition conveyance in the form of a cart, drawn by two horses, tandem fashion. For a few years the Adelaide-Glenelg route boasted no more pretentious mode of transport than this, but in 1853 John McDonald showed further evidence of his enterprising spirit by contracting with Charles Matthews, of Franklin Street, Adelaide, to build for him an omnibus. The new bus was christened the "O.G." and for the modest fare of 2/- would carry passengers to Adelaide from Glenelg or vice versa. This, of course was a decided improvement, but the road was still little better than a track, and after a rainfall it was almost impassable. The sides of the track had to be ploughed frequently to keep it drained, and seaweed was carted from the beach to form a less slippery surface.'

The tramline as we know it today would never have existed had it not been for the railways. Trains were originally run by the Adelaide Glenelg and Suburban Railway Company Ltd. who later amalgamated with the Holdfast Bay Railway.

The institution of a railway service from Adelaide to Glenelg was originally the result of private enterprise. A company was floated, styled "The Adelaide, Glenelg and Suburban Railway Company." Lines were laid from Victoria Square, Adelaide, to Jetty Road, Glenelg, a distance of just under seven miles.

On 4th August 1873, the first train was run and the occasion was celebrated by a banquet at the Pier Hotel, Glenelg. A second railroad Company was formed in 1880, and on 24th May another line was opened, extending from North Terrace, Adelaide to Glenelg, a distance of seven miles, twelve chains. This new Company was called "The Holdfast Bay Railway Company".

Within a few months the interests of the two lines merged into one and, in November, 1881, Parliamentary sanction was obtained for the amalgamation of the Companies under the title of "The Glenelg Railways Company Ltd." The rollingstock consisted of eleven engines, twenty-six carriages and nine goods wagons and employees totalled about fifty. The South Australian Railways purchased both lines in 1899 and operated them until 1929.

When the South Australian Railways took over the line in 1899, they continued railway services from Victoria Square to Glenelg. Electrification of the Glenelg Railways was first suggested by a Mr. Bradford in a report to the State Government in 1904. Mr. W. G. T. Goodman prepared a detailed proposal in 1909, but the electrification bill was defeated in Parliament as was a similar bill in 1912. In 1924, the Railways Commissioner (Mr. W. A. Webb) suggested the Glenelg and Port Adelaide railways be given to the Municipal Tramways Trust for electrification. Extra loops were laid in Glenelg for railways railcars in 1925, but they were not used. Finally the Glenelg Railway Transfer Act was passed in 1927 authorising the M.T.T. to take over the Glenelg lines and electrify them. Only the South Terrace line was completed, opening on 14th December 1929.

Not only does the line provide important service to the south-western area, it is now something of a show-piece for interstate and overseas tourists.

*Source: extracts from "The Bay Line"
Contributors Acknowledged*

*Trial run in Moseley Square on 13th December 1929 with trams 351 and 352. The former railway station is on the right. This is now the Glenelg Police Station.
S.T.A.*

